

## Chapter 17.31: Sensitive Lands (SL) Combining District

### §17.31.150. Hillside Development Standards

#### E. Streets

1. Street alignments, where possible, should be parallel to contours, in valleys or on ridges. If a location between a valley and a ridge is unavoidable, directional pavements should be split, with the principle of grading being halfcut and half fill versus all fill or all cut. Split streets may be provided by the subdivider according to the following schedule:

- a. One lane in each direction – the split section width of the pavement shall be sixteen (16) feet.
- b. Two lanes in each direction – the split section width of the pavement width of the pavement shall be twenty two (22) feet. The median between split streets shall not exceed the slope of two feet horizontal for each one foot vertical; and such median shall be planted by the subdivider and maintained for two years, to the satisfaction of the City Engineer. Where deemed appropriate by the City Engineer, lots may be located between the split pavement and such lots may front on both lanes.

2. Collective driveways shall only be permitted where such utilization will result in better building sites than would be possible if a public street was required. Said collective driveway shall not be used as required street frontage for the lots, which they serve.

- a. Collective driveways serving two (2) or less dwellings shall be paved to a width not less than ten (10) feet, and shall not exceed onehundred fifty (150) feet in length.
- b. Collective driveways serving more than two (2) dwellings shall be paved to a width of not less than eighteen (18) feet and shall not exceed three hundred fifty (350) feet in length.
- c. Turnarounds must be provided at the end of collective driveways.
- d. Signs indicating the driveway as private shall be erected in compliance with City standards.
- e. Collective driveways shall not be maintained in any way by the City. Slopes of collective driveways shall not exceed fifteen (15) percent.

3. Cul-de-sacs may serve no more than ten (10) dwelling units and shall be a maximum of four hundred (400) feet long. A suitable turnaround shall be provided at the end of stub streets.

4. Streets in hillside areas may intersect at a minimum angle of sixty (60) degrees, provided they meet all other legal requirements relating to the construction of streets.

5. Grades of collector and minor streets shall be permitted to exceed twelve (12) percent to a maximum of fifteen (15) percent for a distance not greater than three hundred (300) feet in any two thousand (2,000) feet of street distance.

6. The following minimum dimensions are to be utilized in the design of hillside streets:

a. All streets shall have suitable pavement edging such as curbs and gutters. Concrete gutters must be provided where street drainage is accommodated.

b. Sidewalks of not less than five (5) feet in width may be required on one side of minor streets and on both sides of a collector street.

c. Parking lanes eight (8) feet in width, shall be required on both sides of all public streets except where existing topography renders development adjacent to the street impractical; or where the street serves solely as an access road; or where an adequate number of offstreet parking spaces are provided on each lot adjacent to the street. Streets without parking lanes shall be provided with emergency parking stalls adequate to contain at least two (2) vehicles per lot.

d. The following travel lane widths shall be required in all hillside areas;

1. The side of a travel lane not adjacent to another travel lane shall be increased by two (2) feet.

2. Minor streets: Minor hillside streets shall have minimum travel lane of ten (10) feet.

3. Collector streets: Collector hillside streets shall have a minimum travel lane of twelve (12) feet.